

I NEMICI ATTACCANO ESPLODENDO UNA MINA Vano Tentativo degli Austriaci per Irrompere sulle Posizioni Italiane

ROMA, 20 Settembre. La lotta in cui gli austriaci ancora si accaniscono sull'altopiano di Bainsizza con la speranza di poter riconquistare le posizioni perdute in quel settore e quindi aver la probabilita' di acciacciare gli italiani da Monte San Gabriele e scongiurare la minaccia che ora impende sul San Daniele, sostengono' ieri senza interruzione e coi medesimi risultati negativi per gli austriaci.

Negli altri punti della fronte gli italiani continuano a lavorare nella battaglia essendo gli italiani principalmente impegnati a rafforzare le nuove posizioni, a costruire strade e a trasportare materiale e cannoni. L'artigianato e la rapidita' con cui le truppe di Cadorna conducono queste operazioni, ci fanno presagire un nuovo e poderoso attacco su tutta la linea.

Una notevole attivita' ebbe luogo nel Trentino ove gli italiani mostrarono di essere sempre pronti di ricevere gli austriaci quando a questi veniva la voglia di tentare una nuova offensiva in quella regione. Ecco il testo del rapporto del generale Cadorna pubblicato ieri sera dal Ministero della Guerra:

Sull'altopiano di Bainsizza attacchi nemici vennero prontamente respinti. Domenica scorsa gli austriaci fecero scoppiare una grande mina di fronte alle nostre posizioni situate sulla linea dei monti Coglio, Martini, Piccoli e Lagastal. La vigilanza e la prontezza dei difensori resero vano il tentativo dei nemici.

Ieri in alcune sezioni della fronte trentina noi allarmammo il nemico indugiandogli perdite e danneggiando i suoi lavori di difesa per mezzo delle nostre pattuglie di ricognizione e del fuoco concentrato della nostra artiglieria. In direzione di Carzano, nella Val Sugana, una delle nostre pattuglie riuscì a spingere oltre le linee di difesa degli austriaci catturando circa 200 prigionieri.

Dalla fronte russo-romena continuano a giungere ottime notizie. La riorganizzazione delle forze moscovite e' gia' in corso di attuazione e sta producendo risultati molto soddisfacenti. La ripresa delle attivita' militari da parte delle truppe russe e' loro recente vittoria nei dintorni di Rikva ed il territorio da essi riconquistato, ha impedito seriamente il comando tedesco che ora sta prendendo disposizioni per l'invio di rinforzi sui punti rimasti sforzati quando un numero ingente di truppe ne fu tolto per mandato sulle Alpi Giulie ed opposte all'avanzata vittoriosa degli italiani.

Si crede, pero', che tali rinforzi non giungeranno in tempo da permettere ai tedeschi di intraprendere una nuova offensiva contro la Russia poiche' l'inverno, che in quelle regioni principia ai primi di Ottobre, apportera' grandi ostacoli alle comunicazioni tedesche se queste venissero esse piu' oltre. I soldati del Kaiser si sono spinti gia' per 150 miglia dalla loro frontiera e si sopraggiungere dell'inverno anche le comunicazioni per mare verranno tagliate poiche' il Mar Baltico sara' completamente ghiacciato.

Intanto pare che anche l'Argentina sia disposta a scendere in linea a fianco degli alleati contro la prepotenza teutonica. In seguito alle rivelazioni fatte dal segretario degli Affari Interni americano, che dimostrano come l'ambasciatore tedesco a Buenos Aires avesse consigliato al suo governo di affondare tutte le navi argentine "senza lasciare alcuna traccia", ed in seguito alla sommossa scoppiata nella capitale argentina che risulto' con la sconfitta dell'ambasciatore della Germania e con la distruzione di molta proprieta' appartenente a tedeschi, il Senato si e' riunito ieri e con un voto di 23 ad 1 ha dichiarato di voler interrompere le relazioni con la Germania.

GERMANY ACCEPTS PART OF POPE'S PEACE PLAN

Reply to Vatican Mostly Favorable, Is Report—Present Austria's Answer Today

ROME, Sept. 20. Germany has announced acceptance of the greater part of the peace proposals advanced by Pope Benedict. In his reply to the Vatican, according to apparently reliable information today.

AMSTERDAM, Sept. 20. Austria's reply to Pope Benedict does not contain "any new or astonishing peace proposals" according to the Allgemeine Zeitung forecast published today in Vienna. Dispatches quoted the newspaper as announcing the reply to the note would be formally presented to the papal nuncio at Vienna today and would be made public Saturday.

COASTWISE TRADE BILL RESTRICTS FOREIGN SHIPS

Permission to Operate Between American War Will Be for War Period Only

By a Staff Correspondent WASHINGTON, Sept. 20.—Instead of giving vessels of foreign registry unrestricted authority to engage in American coastwise trade, as proposed by the Administration, the bill which is to be reported favorably to the House tomorrow by the Merchant Marine and Fisheries Committee will restrict the time of such operation to the period of the war and three months thereafter.

To prevent Canadian transcontinental lines making good on their boasts that they would soon carry all Alaskan business across Canada by diverting it from Seattle, Wash., to Prince Rupert, B. C., the committee has incorporated a specific provision that foreign-built vessels shall not engage in Alaskan business.

At the meeting of the Merchant Marine Committee today, at which an agreement was reached on the bill, consideration was given by the committee to the action taken by the Philadelphia Maritime Exchange with reference to this legislation.

The Exchange endorsed the plan with a provision that "vessels of foreign registry be only permitted to engage in the coastwise trade when operated under a special license, such license to be valid for only one specific voyage."

70 Drafts Leave West Chester WEST CHESTER, Sept. 20.—Seventy young men from West Chester exemption districts No. 2, left here today for Camp Meade, and were given a royal goodbye by the train by about 2,000 people. Previously the men made a street parade, headed by a band and the members of the West O. A. R. Post. The men, most of them from West Chester, were given a farewell breakfast early today at the Turke's head inn where they were bidden goodbye by Burgess J. Paul MacElroy and many prominent citizens. In the party were several negroes and a number of Italians and Greeks, all the latter naturalized citizens.

88 Leave Bristol for Camp Meade BRISTOL, Pa., Sept. 20.—Eighty-eight men in the first call of those drafted from District No. 1, which includes all of lower Bucks County, left here today for Camp Meade. There were hundreds of friends and relatives at the railroad station to bid the men adieu. Delegations representing the Sons and Daughters Societies

CLEVELAND'S TRANSIT FIGHT WON VICTORY WHICH HOLDS LESSON FOR PHILADELPHIA

Five-Cent Fare, Universal Transfers, Called Impossible for Philadelphia, Are 66 2-3 Per Cent Higher Than Ohio City's Tariffs

WHAT CLEVELAND WON IN 10 YEARS TOM JOHNSON sacrificed his life and his fortune in a ten-year battle to win rail transit facilities for Cleveland. When he began, Cleveland had a population far under half a million; now it is estimated at 800,000. Five years ago the municipal authorities were confronted with an almost insoluble alum problem; now the housing question is almost entirely solved. A real "fight to the death" has given Cleveland "three-cent fare with universal transfers, unrivaled day service and excellent rush-hour service, in well-ventilated cars, running on as good a roadbed as can be found in any city of the country and operated by the highest paid, best-treated trainmen in the world. In actual dollars it has saved carfares of approximately \$4,000,000 a year, or the interest on \$80,000,000."

By NEWTON D. BAKER Secretary of War Printed by special arrangement with Hearst's Magazine.

IT WOULD be going far afield to give a complete and detailed account of the many ramifications of Cleveland's traction history. Readers are doubtless familiar with the broad outlines of that ten-year struggle; how Tom Johnson came back in 1900 to take up his permanent residence in Cleveland and to devote the remainder of his life to the betterment of municipal conditions; how he campaigned and won the office of Mayor on a platform pledging uncompromising opposition to any franchise renewal which provided for a higher rate of carfare than three cents, how he was elected and re-elected three times on the same issue, how as every tick of the clock brought the railway franchises one after another to their expiration, the company offered six, then seven, and finally eight tickets for a quarter, how even a President of the United States was drawn into the fight to give his indorsement to one of the company's mayoralty candidates, how with victory at last within reach the people turned Johnson out of office—spent in health and vigor, wrecked in fortune, but undaunted still in spirit, and how on the ashes of his defeat his associates, with Judge Robert W. Taylor, drafted a settlement that embodies most of the salient principles for which Mayor Johnson stood and which gives Cleveland carriders transportation at cost, the municipality control of service and upkeep of property, and the company management and operation of the lines for a fixed term on an agreed valuation of the system.



NEWTON D. BAKER

All these are more or less familiar chapters of the Cleveland traction controversy. They represent the steady unfolding of the Johnson theory of street-railroad control, though in the end the Taylor ordinance (which is the name the plan bears in Cleveland) contained in Mr. Johnson's view such vital defects that before his death, when the ordinance was up for ratification at a referendum election, he opposed its approval because it provided a capitalization that still contained \$2,000,000 of water, too high a maximum rate of fare, and cumbersome arbitration machinery for the settlement of disputes.

The people, however, approved the Taylor ordinance, and on March 1, 1910, it went into effect. Before reviewing its operation for the last six years let me sketch its chain of provisions.

Maximum Fare Is Four Cents

The city controls and specifies service through the medium of the City Council and the latter's technical adviser, the street railroad commissioner, the company runs the road on fixed allowances for operation and maintenance, employs and discharges officers, operatives, clerks, etc., expends revenues, subject to the supervision of city authorities, and stockholders receive a guaranteed and fixed return of 7 per cent. Cost of transportation includes legitimate operating expenses, maintenance, renewal and depreciation charges, interest and taxes. There are ten possible rates of fare, ranging from the maximum, four cents cash fare or seven tickets for twenty-five cents and one cent for a transfer, to the minimum, flat two cents cash fare. The prevailing rate of fare is determined by a barometer reserve called the interest fund, which contained \$500,000 in the beginning, and which always reveals the net balance after all costs of operation, etc., are met. When the fund shows an amount over \$700,000 the fare is reduced to the next lower rate, when it goes below \$300,000 the fare is raised to the next higher rate, the intention of the ordinance being that it shall stay approximately at \$500,000. The initial rate of fare was three cents and one cent for a transfer; this was lowered to flat three cents fare on June 1, 1911, but was restored to the initial rate in September, 1914. Differences between the company and the city which cannot be adjusted amicably are settled by arbitration. As for municipal ownership, the city reserves the right either to purchase the property upon six months' notice, or after January 1, 1918, to designate a purchaser, the purchase price to be the ordinance value plus authorized future additions to the property. If the purchase is made before the expiration of the grant a 10 per cent bonus is added to the ordinance value, less bonds and floating debt, which the city assumes. The company's franchise expires May 1, 1934, but the city has a continuing option to renew it for a longer period upon the same terms as in the original grant.

The foregoing are the chief points of the settlement ordinance. The valuation fixed by Judge Taylor in the final negotiations was a little more than \$24,000,000 separated as follows: Stock, \$14,675,000; bonds, \$8,128,000, and floating indebtedness, \$1,288,000. This valuation was about \$10,000,000 less than the lowest figure placed upon the property by the company; on the other hand, it was about \$8,000,000 higher than the city contended it should be. For, according to Mayor Johnson, the company was allowed \$2,500,000 for its unexpired franchises, \$2,600,000 for special overhead charges and \$1,500,000 for pavement—the first of which should not have been allowed because it took no note of franchises operated at a loss; the second item added a special overhead to the regular overhead contained in the valuation schedules and was therefore a gratuitous addition, and the third—pavement—should not have been allowed because it really constituted the company's license fee to the city for the use of its streets. No one has ever successfully refuted the soundness of Mayor Johnson's objections, and yet it must be noted that even with the settlement valuation in excess of the physical worth of the property, the company's stockholders only got fifty-five for their stock in the reorganization that followed. And of equal importance is the fact that Cleveland with three-cent fare and universal transfers still manages to do it under the burden of an interest charge of a half-million dollars annually on the water that still remains in the capitalization.

What the Taylor Ordinance Accomplished

That brings us directly to the concrete results of operation under the Taylor ordinance. We may as well epitomize the situation right at the beginning: Three-cent fare with universal transfers, unrivaled day service and excellent rush-hour service, in well-ventilated and well-lighted cars, running on as good a roadbed as can be found in any city of the country and operated by the highest-paid, best-treated trainmen in the world, is an actual, persistent reality on exhibition twenty-four hours a day in the city of Cleveland, which has a population, including its environs, of 800,000 inhabitants.



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Service has been constantly improved both during the day and in the morning and evening rush hours. Throughout the day only about 500 cars are needed to operate the lines, but at night traffic checks show that more than three times that number are needed and the company operates upward of 1500 cars between 4 and 6 o'clock p. m. It has been said on good authority that there is not a city in the country that operates three times as many cars during the peak period as are operated the remainder of the day. The explanation is simple—in Cleveland profits are limited to 6 per cent, and the aim is to secure the "best transportation at cost" at all hours; elsewhere, profits are unlimited and the aim is to nurse the system along during the day, and, using substantially the same number of cars, make a "haul" in receipts in the morning and evening by crowding equipment to capacity.

No better rolling stock will be found anywhere in the country. Hundreds of large center-entrance motor cars and trailers have been purchased in the last three years, the purchases being the largest in American railway annals for a similar period of time. Trailers were bought because rush-hour equipment was only needed for two or three hours a day. Trailers cost \$300 apiece, instead of \$6000, the cost of a good motor car; consequently, they reduce the money tied up and drawing interest twenty-one out of twenty-four hours, while doing the work more efficiently than two motor cars, for it is easier to operate a train of two cars through crowded streets at night than two motor cars separately. Plans for the future call for the purchase of 150 to 200 cars annually.

Nor have the roadbed, equipment or overhead construction been allowed to run down. The two chief falsehoods about the Cleveland traction situation that residents are frequently called upon to refute regard service and upkeep. The former has been discussed. As for the latter, all that need be said is that during the first three years of operation, March, 1910, to March, 1913, there was spent the sum of \$4,500,000 for maintenance and depreciation. During the same period the average physical value of the system, including cars, track and power facilities, was \$17,600,000. In other words, in three years, nearly 25 per cent of the entire value of the road was spent to rehabilitate and keep the system in a high standard of repair, and this out of current earnings. If this policy is adhered to in the future, the system will be renewed out of earnings at a rate that will substantially replace in twelve years. When one considers that the lowest life placed upon a street railway property by experts is fifteen years, Cleveland's rate of replacement appears extravagant under five-cent fare and impossible with three-cent fare. Nevertheless "there is such an animal," and Cleveland is keeping her street car system in unrivaled condition under three-cent fare.

Save \$4,000,000 a Year in Carfares

And now what about the actual dollars and cents saved? In the six years and more that have elapsed since the ordinance went into effect, a saving in carfares of approximately \$25,000,000, or about \$4,000,000 annually, has been realized for the car riders. That this has meant a substantial saving to everybody, especially the poorer classes, goes without saying. The average family of five, for example, has saved about \$40 a year. But permit me to make a more significant, if somewhat fanciful, comparison. Four million dollars is 5 per cent annually on \$80,000,000. If Tom Johnson, instead of dedicating his talents and efforts to the street railroad problem, had continued to devote them to the accumulation of a huge fortune, and at his death had left \$80,000,000 to the city with a direction that it be spent for beneficent municipal undertakings, he would have been hailed as one of the greatest of modern benefactors. Monuments and memorial halls and bronze tablets would have been dedicated to the perpetuation of his memory, for his bequest would have added vastly to the facilities of the city. But Tom Johnson did something better than that: he left money. He taught the people of Cleveland how to make \$80,000,000 for themselves, how by joining hands and reclaiming their own domain—the public streets—they could earn the right to all the fruits that resulted therefrom. And by teaching them how to do it in tractions he blazed the way for similar collective efforts in the field of other municipal utilities.

Undoubtedly one of the most wholesome results of three-cent fares has been its effect upon the housing problem. A high rate of fare for a long distance absolutely compels the poorer classes to live within the zone of cheap fares. This has been one of the chief reasons elsewhere for congested tenement districts. Cleveland scarcely knows what the tenement-house problem is, and as years go by the possibility of the problem becomes more and more remote. Three-cent fare is doing it by making it possible to live eight or nine miles from the center of population, and to ride twenty miles across town for a single fare. Make it possible for people to live out in the open away from the stress and turmoil and crowding of shop, factory and business districts by furnishing cheap carfare, and the tenement-house problem will solve itself.

The company is a generous employer. The rate of wages for motormen and conductors is thirty-one to thirty-four cents an hour and the average for the system about thirty-three cents an hour, or about four cents higher than the average rate in the United States, whether for unionized systems or not. This liberality of compensation to operating employees is characteristic of the compensation to all other employees, both salaried and wage earning.

What, then, is the secret of Cleveland's pronounced success with three-cent fare? The answer lies at the surface and is the same as may be given for the success of any sound and enterprising business. First, reduction from five-cent to three-cent fare has resulted in a heavy stimulation in the number of car riders. This, together with the increase of "short-haul" traffic, has been so tremendous as to materially cut down the losses due to fare reductions. Secondly, and this supplies the rest of the explanation, the property has been operated on a valuation approximating its real value and without possibility of speculative profits.

City Hall Appointments City appointments today include John Gregg, Jr., 4736 Large street, draftsman, Bureau of Surveys, \$1200; Hannah L. Spike, 104 North Fifty-eighth street, stenographer, Bureau of Surveys, \$840, and Dr. Alma M. Hilsman, 208 Rochelle avenue, clinical assistant physician, Bureau of Charities, \$500.

ARGENTINA ON BRINK OF BREAK WITH BERLIN

Lower House Expected to Ratify Senate's Overwhelming Vote Today By CHARLES P. STEWART Special Cable Service of the United Press and Associated Editors. BUENOS AIRES, Sept. 20. Whether Argentina will break with Germany depends in large measure on the vote of the House of Representatives today. The overwhelming Senate vote for a diplomatic rupture was expected to be reflected in the decision of the Lower House.

Buenos Aires received the news of the Senate's 23-to-1 decision in favor of severance of relations with Germany in excited demonstrations. The city authorities, appealed of the vote, promptly stationed all reserves in the downtown streets so that disorder was virtually eliminated. The general public's interest in the situation was attested by great crowds on all downtown streets until a late hour last night, and a jam of excitedly curious which assembled early today.

There was no doubt that the Administration was profoundly astonished by the almost unanimous vote in the Senate for a break with Germany. President Irigoyen and his advisors have steadily insisted on full neutrality. The 23-to-1 vote may upset their calculations, particularly if anything like that majority is attained in the vote of the Lower House. In some circles today it was pointed out that President Irigoyen has it in his power to override even the decision of both houses by exercise of his veto against a break. Tension in the city was aggravated today by imminence of a general strike on all Argentine railways.

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